

AIRCRAFT
(Revised September 2001)

8372

GENERAL POLICY
(Revised September 2001)

8372.1

Each aircraft used by or for the department will be selected for its suitability to accomplish the intended mission objectives.

Aircraft used by or for the department shall be airworthy, in good mechanical condition, clean and not weather-beaten, currently licensed in compliance with all "Airworthiness Directives", and shall meet all requirements of the department.

Aircraft used by or for the department, except military or scheduled airlines, must have undergone an initial inspection and been approved prior to use. Thereafter, these aircraft must have an annual reinspection for continued use.

Aircraft inspection and approval will be performed by approved interagency aircraft inspectors.

The department may elect to reinspect aircraft at any time it is felt necessary. An aircraft which has been found to be unacceptable during any inspection will not be used by the department for any purpose until the reason for its not being accepted has been eliminated.

The department may use aircraft approved by other agencies provided they are approved by interagency inspectors.

All aircraft documents and logbooks will be kept current by a person having authority to do so in compliance with FAA regulations. All required FAA documentation shall be made available to department officers for inspection upon request.

No equipment shall be placed in or on an aircraft in such a manner as to potentially:

- Cause damage to the aircraft.
- Cause injury to personnel.
- Obstruct the aircraft operation.
- Violate State or Federal regulations.

Under **NO CIRCUMSTANCES** will CDF logos or markings be placed on non-CDF owned aircraft or support equipment.

CONTRACT AIRCRAFT
(Revised September 2001)

8372.2

APPROVAL PROCESS
(Revised September 2001)

8372.2.1

Contract aircraft must meet required specifications on date scheduled for inspection.

The Aviation Management Unit staff will be responsible for a detailed inspection and approval of each aircraft, including air attack planes, helicopters and airtankers prior to the beginning of the contract period. Prior to each inspection, the region will be notified by Aviation Management Unit staff. Local base personnel shall improve their knowledge of aircraft by participating in these inspections whenever possible.

USE REQUIREMENTS
(Revised September 2001)

8372.2.2

A current interagency approval card will be issued and displayed for inspection.

The contractor shall maintain the airworthiness of the aircraft in accordance with the contract.

When the Aviation Management Unit staff takes an aircraft out of service for any reason, they shall immediately notify the region/unit concerned.

When, in the judgment of air attack or helitack management personnel, a contract aircraft is not mission ready, they may place the aircraft out of service for up to 24 hours.

This is a serious action. The appropriate Duty Chiefs and the Aviation Management Unit Staff should be immediately notified, in addition to the appropriate ECC.

An aircraft inspector from Aviation Management Unit staff will determine if the out-of-service condition is to be extended beyond 24 hours. In most cases, the aircraft will remain out of service until the original deficiency is corrected.

INTERMITTENT (CALL-WHEN NEEDED) AIRCRAFT
(Revised September 2001)

8372.3

Approval Requirements

Airplanes – point-to-point only, no low level.

- Aircraft must be currently operating under FAR Part 135.
- A completed FC-107 rental agreement.

Airplanes - low level. (Air Attack Replacement)

- Aircraft must be currently operating under FAR Part 135.
- A completed FC-107.
- Interagency approval card
- Possess the following equipment at a minimum:

720 channel VHF radio

Wiring for two CDF portable antennas

NOTE: High wing aircraft such as Cessna 182, 337, etc., are preferable.

AIRPLANES

8372.3.1

(Revised September 2001)

Operators of light utility airplanes utilized for carrying passengers shall possess a valid "Air Taxi-Commercial Operator's Certificate" issued by the FAA. Operators shall comply with Part 135 of FAA regulations while carrying passengers for the department.

HELICOPTERS

8372.3.2

(Revised September 2001)

Operators of light utility helicopters under 12,500 pounds gross weight utilized for carrying passengers shall possess a valid "Air Taxi-Commercial Operator's Certificate" issued by the FAA and shall comply with Part 135 of FAA regulations while carrying passengers for the department. Operators of rotary-wing aircraft shall possess a valid "Rotor-Craft External Load Operator" certificate issued by the FAA and shall comply with Part 133 of FAA regulations while engaged in external load operations for the department.

HEAVY HELICOPTERS (over 12,500 lbs. gross weight)

8372.3.3

(Revised September 2001)

Intermittent helicopters performing water or retardant dropping or external load use and weighing 12,500 lbs. or more, shall not be required to be placed on the Operators Part 135 certificate. The operator shall be required to hold a FAR Part 135 certificate for transporting passengers and shall subsequently maintain the aircraft in accordance with the manufacturer's recommendations. The pilot(s) shall be trained in accordance with FAR Part 135. Manufacturer's minimum flight crew will be required at all times. Operators of rotary-wing aircraft shall possess a valid "Rotor-Craft External Load Operator" certificate issued by the FAA and shall comply with Part 133 of FAA regulations while engaged in external load operations for the department.

DEPARTMENT AIRCRAFT

8372.4

(Revised September 2001)

All department aircraft will be maintained in accordance with the most strict of either the military (if applicable) or FAA standards.

They will be approved and issued an Interagency Aircraft Data Card by an approved CDF Interagency aircraft inspector prior to use.

Approval Process - the Aviation Management Unit staff will be responsible for the approval of department-owned aircraft.

AIRCRAFT DISCREPANCIES

8372.5

(Revised September 2001)

Any aircraft that has a problem affecting airworthiness shall be inspected by an FAA rated airframe and powerplant (A&P) mechanic who will certify it as airworthy prior to its return to service.

Aircraft that become unairworthy shall be reported directly to the Aviation Management Unit staff and to the respective region using the CDF Aircraft Discrepancy/Nonperformance Report (FC-163). Reports shall be made immediately by phone and within 5 days in writing. Refer to Aviation Safety Chapter [8320](#).

AIRCRAFT DATA CARD EXPIRATION

8372.6

(Revised September 2001)

All CDF owned/leased airplane data cards issued by CDF expire annually on March 31.

All other helicopter and airplane data cards expire annually on May 31 of the year indicated, except as follows:

- Department-operated helicopters expire annually on date of issue.
- Other government agencies issued cards by the department.
- Government agencies issuing their own cards accepted by the department expire on the date listed on the card.

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[\(see Forms or Forms Samples\)](#)

